





In the SENATE, yesterday, the Milwaukee and Rock River Canal claim was laid upon the table.

The joint committee to devise means for the relief of the farm mortgagors reported a bill entitled a bill concerning proceedings in court in certain cases, which, if passed, will make it very difficult to foreclose a farm mortgage.

The bill to postpone the time for selling land for unpaid taxes from April to May passed the senate under a suspension of the rules. Passed assembly under suspension of the rules.

The number of officers employed in the assembly was reported at 31.

The senate bill to appropriate \$5000 for the relief of Kansas passed the assembly—yes 47, noes 28. There was some opposition to this bill on account, as was argued, of its supposed unconstitutionality. All the ayes, but Mr. Haney, were republicans and all the noes were democrats, but 11.

The St. Louis Tragedy.

The post mortem examination of the body of Mrs. Young, an account of whose murder at St. Louis we published on Wednesday, resulted in nothing satisfactory. It showed that there were several severe contusions of the limbs; the stomach, wind-pipe and posterior part of the mouth contained a large quantity of mud; the lungs were highly congested, the right cavity of the heart was distended with black fluid blood, a condition found to exist in cases of death from asphyxia or suffocation. Death in this case was evidently caused by the mouth and nose having been in the mud until respiration had ceased. The contusions about the limbs were received during the fall and the struggle for life. The verdict of the jury of inquest was in accordance with the above facts, attributing the death to some person or persons unknown to the jury.

THE PEACE CONFERENCE.—The business committee of this body has adopted Mr. Guthrie's proposition. It prohibits slavery in the territories north of 36° 30', and "recognizes" it south of that line; neither congress nor the territorial government shall hinder emigrants from taking slaves with them into that territory; it provides that the courts and all the departments of the territorial governments in the southern territories shall protect the rights of the owners of slaves; and when any territory north of said line shall have a population sufficient for a member of congress, it is to be admitted with or without slavery as its constitution may provide.

We were prepared to learn that this one-sided proposition meets with vigorous opposition, as it should, and that it cannot pass without modification. It is understood that the Virginia delegation will accept nothing less than this, and that it is doubtful whether the conference will be able to come to an understanding. Ex-President Tyler expresses his apprehension that nothing will be accomplished. We have never had any faith in the ability of this body to settle the pending difficulties.

CONGRESSIONAL.—In the house yesterday the Pacific railroad bill was considered, and the amendment that the central route shall pass Fort Riley from the mouth of the Kansas river was stricken out.

Mr. Howard from the select committee to investigate the supposed organization to seize the District of Columbia, reported that the evidence before them does not prove the existence of a secret organization to attack the capital. A resolution was introduced by Mr. Branch to remove the regular troops from the District. Tabled—ayes 125, noes 35.

There is strong opposition in the senate to the abolition of the warehousing system as proposed by the new tariff bill.

The South Carolinians are dissatisfied with their position in the Montgomery convention. They are not first.

Thurlow Weed is at Washington using strenuous exertions to secure a compromise.

Mr. Cameron will hardly get into the cabinet. Twenty-one republicans senators have protested against it.

Judge John C. Wright of Ohio, died at Washington yesterday. He was, at the time, a member of the Peace Congress, and was eighty years old. His disease was paralysis. He was a distinguished politician, and was in congress with John Randolph, between whom there were many contests of wit and sarcasm.

AN OHIO INVENTION.—The steam jack of Gen. Ashley of Ohio is one of the most appropriate inventions of the age.—Something new was needed to do full justice to doughface republicans in congress, and elsewhere. We hope the General will not take out a patent for it, but allow the use of it wherever its services may be needed.

MR. LINCOLN AT CINCINNATI.—The Gazette of the 13th, speaking of the oration to Mr. Lincoln, in that city, says:

No man ever bore himself more modestly, or with more noble self-possession, than Mr. Lincoln, amidst circumstances so remarkable. He wins popular affection where he goes, and the millions who will see him before he reaches the capital, will carry away, with their memory of his person, an abiding trust in his ability and inclination to restore the country from its present unprosperous condition. The hopes and prayers of earnest multitudes of all parties, and in all sections, go with him on his way, to discharge the most arduous and trying duties ever laid upon the lawful ruler of any people.

AT SIMILE.—"I must confess," says a philosophical English historian, "when I see princes and states fighting and quarreling amid their debts, funds and public mortgages, it always brings to my mind a match of cudgel-playing, fought in a china shop."

Southern Logic.

The southern secessionists claim that they have a right to abrogate the federal constitution, entire, but deny that the people of the north have any right to abrogate the smallest provision of it. [This is supposing that the Personal Liberty bills are unconstitutional.]

They claim a right to seize illegally and by force of arms the property of the federal government, including its mint at New Orleans, with half a million dollars, but they deny to northern men the right to seize one poor negro by legal process to ascertain whether he is entitled to his liberty or not.

They form a coalition of states to resist federal authority and commit overt acts of war upon the general government, but consider it a great outrage for the state of New York to place men and money at the disposal of the latter for the maintenance of the public order and peace.

They break every constitutional agreement and compact of law and honor, seize forts and arsenals, drive out or besiege the federal troops, resort to the extreme acts of revolution, and, while declaring that they are the most peaceable people in the world, fire on the Star of the West, an unarmed vessel sent to supply Fort Sumter with provisions, and denounce the magnanimous forbearance of the government as the most "demi-ture" coercion.

They claim and exercise the right to travel all over the north to which there is no bar in pursuit of business or pleasure, with the most unrestricted denunciation of northern institutions, but abuse and expel every northern man who visits their territory, though his lips are sealed, and his conduct in every respect be unoffending and blameless.

Southern merchants, agents and clerks continue to reside at the north, unmolested in their business and pleasure, while the south expels all people of northern birth, unless they bow down and worship the god slavery—not excepting the clerical and mercantile, and the stock who have been accustomed to take refuge there from the rigors of polar winters.—N. Y. Eve. Post.

THE EFFECTS OF INTENSE COLD ON MAN.—But there is still a degree of cold beyond all that, which I have not described. It is when there is a strong wind blowing from the north at a temperature of forty or fifty degrees below zero. The sensation is such that you endure it, can only be characterized as a continued struggle for life.—Then you not only feel cold but you actually see it. The air is hazy with the frozen moisture. The sky is like a vault of solid steel, so hard and pale does it appear. And the wind is like a blast out of that fabulous frozen hill of the Scandinavians. The touch of it on the face is like cutting with an exceedingly dull and jagged knife. I endured this weather during two days of travel in an open sleigh, but every time it was blowing on my back, I would have been obliged to give up the battle. Every man I met who was traveling against the wind had a face either already frozen or just in the act of freezing. Those purple faces surrounded with rings of ice did not seem to belong to human beings. Dr. Kane described to me his sensations upon being exposed for two days to a violent storm at a temperature of 47° below zero. Although the physical effect was not particularly painful, yet the mental effect was such as to make him and his men delirious for some days afterward. The physical effect of an extremely low temperature—perhaps the lowest which the human frame is capable of feeling—is a sort of slow, penetrating, deadly cold, rather than an acute and painful sensation. But after the battle is over, on entering a warm room then a painful sensation commences. I experienced a curious counterpart of this on the African desert. During the warm hours of noonday, with the air like the blast of a furnace, I did not suffer any feeling of intense heat; but after sunset, when the temperature fell rapidly, then I began to glow through and through like a coal. It would seem from that, that the absorption of either heat or cold into the body is much less sensibly felt than the giving of it out again.—Bayard Taylor.

THREE THINGS THAT A WOMAN CAN'T DO.—There are three things that a woman can't do. First, she can't sharpen a lead pencil. Give her one and she will know it. Secondly, she can't hack away every particle of wood from around the lead, leaving an unsupported spike of the latter, which breaks immediately you try to use it.

Well, then, secondly, a woman can't do up a bundle. She takes a whole newspaper to wrap up a row of pins, and a coil of rope to tie it, and it will come undone at that.

Thirdly, I may allude to the fact that women cannot carry an umbrella; or rather to the very peculiar manner in which they perform that duty; but I won't. I scorn to turn traitors to a sex, who, whatever may be their faults, are always loyal to each other. So I shall say, as I might otherwise have said, that when they unfurl the parachute alluded to, they put it right down over their noses—take to the middle of the sidewalk, raking off men's hats and women's bonnets as they go, and walking right into the breakfast of some unfortunate wight, with that disregard of the consequent gasp which, to be understood, must be felt, as the offender cooos up one corner of the parachute and looks definitely at the victim who has the effrontery to come into the world and breathe the atmosphere and handle her "umbrella." No, I won't speak of anything of that kind; besides, has not a celebrated writer remarked that, when "dear woman's cross, it is only because she is sick." Let us hope he is right. We all know that it is cause of a man's crossness. Give him his favorite dish, and you may dine off him afterwards—if you want to.

SOUTHERN AGENTS IN CINCINNATI.—We are most reliably informed that there are agents of the Gulf states in the city, endeavoring to create a sentiment among business men favorable to the establishment of a confederacy composed of southern and northwestern states. A well-known leader among the democracy has been approached, our information goes to show, within the past two or three days, by these agents, with a view of obtaining his influence, but that he declined having anything to do with so traitorous a scheme, as he is a staunch Union man. The object is to make free trade the basis of confederacy; to cut off New York, Pennsylvania, New Jersey and all the New England states, which are so wedded to a protective tariff. These southern agents are endeavoring to create a sentiment among business men favorable to the establishment of a confederacy composed of southern and northwestern states. 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**Chicago and North-Western Railway**  
**WINTER ARRANGEMENT.**  
Trains leave Jacksonville:  
Freight Train, for Oshkosh, 7:15 A. M.  
Day Express, " " 4:00 P. M.  
Freight Train, " " 6:46 P. M.  
Day Express, for Chicago, 12:45 P. M.  
Freight, " " 3:30 A. M.  
Trains arrive at Jacksonville:

Day Express, from Chicago,	4.46 P. M.
Freight,	3.30 A. M.
"	3.23 P. M.
Day Express, from Oshkosh,	12.40 P. M.
Freight,	6.00 P. M.
"	9.45 P. M.

Tickets for Berlin, Beaver Dam, Portage City, Wausau, La Crosse, St. Paul and all points northeast; for Beloit, Rockford, Freeport, Galena, Duaneville and all points west; tickets for all principal points east and south, for sale at the passenger depot.

**H. E. PATTISON, Agent.**

**CHANGE OF TIME.**  
Taking effect Monday, January 28th, at 9 o'clock P. M.  
Trains leave Janesville for:

Milwaukee,	11:30 A. M.
Madison and Prairie du Chien,	1:30 P. M.
Monroe, <del>Rock</del> <sup>Waukesha</sup> and <del>Waukegan</del> <sup>Waukegan</sup> ,	4:30 P. M.
Freight, east and west,	2:00 P. M.

Trains arrive at Janesville from:

Madison and Prairie du Chien.	1.00 P. M.
Milwaukee.	1.00 P. M.
Mooros.	11.00 A. M.
Freight from east and west.	5.00 P. M.

Through tickets via the Detroit and Milwaukee, Great Western and Grand Trunk Railways for sale at all points east.

Wm. B. BENTLEY, Agent

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### Galena and Chicago Union Railroad.

Day Express Leave	7.00 P. M.
Arrive	7.00 P. M.
Night Leave	8.00 P. M.
Arrive	8.00 P. M.

This train connects with the New York and Boston express trains each day, and all trains bound west for Rockford, Freeport, Warren, Darlington, Mineral Point, Galena and Danville, and at Junction of C. & N. W. R. R. for Dixon, Peoria, Quincy, St. Louis, St. Paul, Chicago, and all points on Chicago, Fulton and Iowa lines of the

Galena and Chicago Union Railroad, and at Janesville for Milwaukee, Prairie du Chien and all points on the Milwaukee and Mississippi railroad. Direct connections are made at the Junction of O. R. & G. & C. for Burlington, Quincy, Hannibal and St. Joseph. Tickets can be procured at the office of this Company, in Janesville.

**NOTE:** All trains will leave daily except Sunday.  
E. B. TALCOTT, Gen. Superintendent.  
Geo. M. WHEELER, Gen. Pass. Agent.  
W. ARZEL, Agent.

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**New-York Central Railroad.**

**C**ONNECTS at Albany with Western & Albany North-  
ern Railroads for Boston and all places in New  
England and Western Massachusetts.

**THE BEST AND MOST EXPEDIENT ROUTE TO THE EAST.**  
This road makes direct and close connections at Chicago with the Michigan Central and Canada road for the Suspension Bridge, and with the Michigan Southern road, with the Lake Shore roads to Buffalo.

**Baggage Checked Through from Chicago and all Principal Places in the Northwest to New York and Boston and all Principal Places in the East.**

**Fare as Low as Any Other Route.**  
Tickets for sale at all the principal Ticket Offices in the West. Also at the Company's office in the Ameri-

1860 Winter Arrangement. 1861  
VIA.  
**Illinois Central Railroad:**  
ON and after Sunday, Nov. 25th, 1860, trains will leave  
the Great Central Depot, foot Lake and South Water  
streets, at 9.30 a. m. (Sundays excepted), arriving  
Peoria at 6.30 p. m. St. Louis 1.50 p. m. Cairo 3.55 m.

Memphis 3.00 P. M., New Orleans in 50 hours from Chicago.  
Trains leaving Chicago at 9.50 P. M. (Sundays excepted) arrive at St. Louis at 11.50 A. M., Cairo 8.35 P. M., New Orleans in 53 hours from Chicago.  
Trains arrive in Chicago at 1.10 A. M. and 8.50 P. M. (Sundays excepted).  
Through tickets for all important points south and southwest for sale at the office of the company, in the Great Central Depot. W. H. ARTHUR, Gen. Supt.  
W. P. JOHNSON, Gen. Passenger Agt. scpld

**Michigan Central and Great Western**  
Canada

**TRAINS** leave the Great Central Depot, foot Lake st., Chicago,  
 6.00 A. M., New York and Boston Express, every day  
 except Sundays.  
 9.45 A. M., Cincinnati and Louisville Express, every day  
 except Sunday.  
 7.00 P. M., New York and Boston Express, every day.  
 7.00 P. M., Cincinnati and Louisville Express, every day  
 except Saturday.  
 Baggage checked through.  
 Through tickets for sale at the principal railroad of-  
 fices in the west, and at the General office, corner Lake  
 and Dearborn.

To London, by the Tremont House, Cal-  
 cago, and at the depot, foot Lake street.  
 H. J. SPAULDING, H. N. RICE,  
 Gen. Pass. Ag't M. C. R. R. Capt.  
 April 6th.

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**UNITED STATES MAIL!**  
 ONLY WEEKLY LINE  
 To London, Glasgow and Liverpool,  
 AND all the principal cities of Great Britain and the  
 continent of Europe, calling at Londonderry, Ire-  
 land.

**THE MONTREAL MAIL**  
**OCEAN STEAMSHIP COMPANY'S**  
 first class, full powered, Clyde built steamers, in con-  
 nection with the  
**GRAND TRUNK RAILWAY**  
 of Canada, carrying the United States and Canada  
 mails and passengers.

Bohemian.....	McMaster.
North Britain.....	Orange.
High Saxons.....	Salentine.
North Scotian.....	Capt. Borkland.
North American.....	

Canadian, .....

Hibernian, .....

Norwegian, .....

Quickest, cheapest and most comfortable sea passage.

On and after the 24th of November, the steamers will call  
from Portland weekly.

Runs from Chicago to Londonderry, Glasgow or Liver-  
pool:

1st Class, according to State Room, .....

Steorage, found with cooked provisions, .....

Return tickets, 1st class, good for 8 mos., .....

Steorage, .....

Certificates are issued for bringing out passengers.

from all the principal towns of Great Britain and Ireland, by the above steamers or sailing vessels, at very reduced rates.

For freight or passage apply to the company's general agents, Sable & Scudder, 10 Water St., Liverpool, Cork and Dublin, and 23 Broadway, New York, or to J. J. JAMES WARRACK, Grand Trunk Railway Office, Montreal.

12 Lake Street, Chicago.

**GREAT VICTORIA BRIDGE OPEN.**

This immense iron structure, nearly two miles in length, (the longest in the world,) erected across the river St. Lawrence at Montreal, at a cost of six and a half millions of dollars, to connect the eastern and

**Grand Trunk Railway, of Canada,**  
is now open for public traffic. This road, of nearly 1,100 miles in length, is operated under one management from Detroit, Mich., to Portland, Me., and there is only **ONE CHANGE OF CARS** from Chicago to the most convenient point for travel between the west and Canada and New England. Passengers and freight booked through to all parts of Canada and the New England states, also.

**TO AND FROM CHICAGO, AND LIVERPOOL,**  
and the continent of Europe, at considerably reduced

rates, by the early regular weekly line of United States and European Mail Steamers, sailing from Portland every Saturday during winter and Quebec during summer, and from Liverpool every Thursday, calling at London every Friday throughout the year. For further particulars apply to:

**JAMES WARRACK,**  
Gen'l West'n Agt, 12-Lake St, Chicago,  
WALTER SIANLEY,  
Gen'l Manager, Montreal.

SPECIAL

**VALENTINE FREIGHT EXPRESS**

**COMPANY**  
Via New and Erie R. R.  
N. Y. Office, 193 Broadway.  
**SPECIAL FREIGHT NOTICE:**  
THIS company having lately made more full and perfect arrangements than heretofore had, beg to call attention to their facilities for the  
**RAPID TRANSPORTATION**

of all classes of merchandise; between the eastern cities and manufacturing towns, and places west, north-west and south-west. We offer the following advantages: From and after this date our fast Express Train will be run from Jersey City every day (Sundays excepted) direct for Dunkirk, making close connection with our trains on Lake Shore Railroad for all places westward and a complete arrangement has been perfected by which:

**Quicker Time** can be made than has heretofore been made or attempted by any freight line. Our business is under the control and management of the

men. We have capable and responsible supervisors at principal points of transfer and delivery, and our freight is carried in cars under our own control—all of which ensure safety and despatch; added to which—

**Our Rates will at all Times be as Low as by the Regular Railroad Lines!**

Great care will be taken to guard against overcharges, losses or damages, but should any occur, claims therefor will be promptly and liberally adjusted.

**SHIPPING DIRECTIONS.**—Mar. packages, *Value in Express.*—*Freight Bills of Lading on the day of Shipment.* For rates of freight, contracts, bills of lading

and directions, apply to. **IRA JUSTIN, Jr. Agent.**  
 First door east of Hyatt House.  
 Janesville, Nov. 30, 1886. **nov30dtf 91-00**

**JUST OPENED.** A splendid line of French  
 Prints, Original designs, as well as new  
 made. **MCKEY & BROS.**

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**WE** will sell City and County Orders at par for Ill.  
 note current bank bills. **MCKEY & BROS.**  
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